

NEWS OF THE WEEK FROM OVER WORLD

HAPPENINGS IN OUR OWN AND
OTHER COUNTRIES HERE
ARE BRIEFLY TOLD.

SHORT ITEMS FOR BUSY MEN

Condensation of Week's News Re-
viewed Without Comment—All
Nations Find Something to
Edify and Instruct.

Charles Rock, 48, proprietor of a
woodenware mill in St. Louis, shot
and killed his wife Minnie, 42, in front
of their home.

Evelyn Schubert, 15 months old, was
drowned in three inches of water in
front of her home in Chicago.

Dining and lounging cars on the
Chicago, Burlington & Quincy railroad
are to be equipped with soda foun-
tains.

Lieut. Col. Arthur Hamilton Lee, sec-
retary to the minister of munitions,
has been created a knight commander
of the bath.

Betrus Fisher of Pekin, Ill., dropped
dead as a result of the heat, which
registered 100.

Loss of the American fishing schooner
Caviara, owned by Sanders & Co.,
Pensacola, during a storm off the
Mexican coast near Progreso on July
5, was reported to the state depart-
ment.

The house bill appropriating \$300,-
000 for the relief of needy American
refugees from Mexico was passed by
the senate.

Rosa Luxemburg, principal editor of
the Berlin Socialist newspaper, Vor-
waerts, was arrested at her home in
Berlin.

The Bank of England has raised its
interest rate 1 per cent. The rate had
been 5 per cent and now is 6. This is
the first change in interest rates since
Aug. 8, 1914.

A park exclusively for women was
established by the Kansas City park
board.

One of the powder houses of the Du-
pont powder works, at Pompton, N. J.,
blew up.

No more "sour" notes on New York
streets. Every applicant for a license
to dispense music by means of a hand
organ, harmonica or tambourine in
the streets must pass an examination.

Transfers to new posts of 41 Ameri-
can consuls in Europe and elsewhere
were announced by the state depart-
ment.

Gov. E. L. Philipp of Milwaukee was
renamed by the Wisconsin Republican
state convention here as a candidate
to succeed himself.

A man walking across a field, a con-
ductor on a trolley car half a mile
away and a boy a mile away from the
trolley car were stunned at the same
time by the same bolt of lightning at
Hastings-on-Hudson.

Forced to take a bath July 4, John
Carmody, a Fremont (O.) character
who, though educated, has gone un-
kempt since an unfortunate love af-
fair, contracted pneumonia and is now
dead.

Five persons were killed when a
Pennsylvania freight train struck an
automobile at Manassas, O. The dead
are Mr. and Mrs. Simon Nau and son
Albert and Mr. and Mrs. Peter Baum,
all of Loudonville, O.

Men of national prominence joined
with citizens of Vermont in celebrat-
ing the 125th anniversary of the ad-
mission of the Old Green Mountain
state into the Union.

Forty-two men of Company L of the
Ninth Massachusetts Infantry, at El
Paso, Tex., are ill of ptomaine pois-
oning as the result of eating canned sal-
mon.

President Wilson probably will be
formally notified of his nomination by
the St. Louis convention at Shadow
Lawn, his summer home in New Jer-
sey, in the first week of August.

One I. W. W. member was shot
through the arm when a crowd that
reached Junction City, Kan., on a
freight train from the west attempted
to mob two railroad watchmen.

The Leyland line steamer Oxonian,
from Galveston for Liverpool, laden
with cotton, returned to port with her
cargo on fire in two places.

Four cars of Battery A, Indiana Na-
tional Guard, were derailed near Strat-
ford, Mo. Damage to equipment was
slight. There were no injuries.

Three young sons of Ferdinand Eck-
els were killed and his wife and two
other small sons were seriously in-
jured when a little gas plant in Eck-
els' hotel at Dorothy, N. J., exploded.

Wheat is being threshed at Abilene,
Kan., by electric power. Nine wheat
growers organized an outfit and will
get current.

There is said to be a plan on foot in
Germany for the formation of a Zep-
pelin freight and passenger service.
The first airship from Germany is ex-
pected to reach America in August.

Cornelius N. Bliss of New York will
be the next treasurer of the Republi-
can national committee.

The 1916 session of the Louisiana
legislature has adjourned after enact-
ing many laws, among the more im-
portant being new primary election
and registration laws.

Dan Patch, holder of the world's
pacing record of 1:55, died at the Sav-
age stables in Minneapolis. Veterin-
arians declared the cause of death was
"athletic heart."

David Lloyd-George has been ap-
pointed secretary for war in the En-
glish cabinet.

Charles N. Riebenbach of Milwau-
kee captured the first prize of \$1,000
in the North American skat congress
with a record of 30 good games and a
grand total of 1,132 points.

The discovery of two cases of infan-
tile paralysis in Philadelphia has led
to drastic action by health authori-
ties to prevent a repetition here of
the New York epidemic.

Henry Ford has spiked the yarn
that he would be a candidate for the
presidency on the prohibition ticket.

The French senate adopted, by a
vote of 251 to 6, a resolution of con-
fidence in the government.

The good roads bill, carrying an ap-
propriation of \$85,000,000, was signed
by President Wilson.

Miss Meta Anderson of New York
has started a "housework" school and
hopes to solve the servant problem in
the suburbs.

Alberto Minondo, a former Lieuten-
ant in Carranza's army, who deserted
rather than fight the forces of his "be-
loved America," has been rejected for
enlistment in the United States mar-
ine corps.

Leaders in a New York movement
to raise a pension fund for 175,000
Protestant ministers say 40,000 preach-
ers are misfits.

The Illinois Christian Endeavor
union elected the following officers:
President, E. P. Palmer, Chicago; first
vice-president, I. W. Bingham, Quincy;
second vice-president, C. F. Baum-
gardner, Chicago; secretary, Miss Geneva
Doran, Chicago; treasurer, B. A. Book-
man, Freeport; statistical secretary,
Miss Janet Weir, Chicago.

A decision making the Central Trust
Co. of Illinois liable for \$1,250,000,
with interest from Oct. 21, 1912, in
connection with the failure of the La
Salle Street Savings bank, was ren-
dered by Judge Frederick A. Smith.

A fireman was killed and two other
trainmen were injured when a north-
bound Gulf & Ship Island passenger
train was wrecked near Bond, Miss.

A battle to break the will of John
R. McLean was set in motion in the
district supreme court at Washington
by his son, Edward Beale McLean.

A bill introduced by Representative
Campbell of Kansas would make it
unlawful for any person, company,
corporation, press association, news
association or newspaper publication to
publish or transmit any false re-
port or rumor.

The German steamer Dorita, of
3,659 tons gross, has been sunk by a
Russian submarine off Oernskold,
Sweden. The crew was saved.

The ends of a heavily charged feed
cable supplying electric current to
New York Central trains, coiled
around three persons when it sud-
denly snapped, killing one of them and
probably mortally injuring another.

The body of the young woman who
was mysteriously shot to death in the
Pontiac hotel, in St. Louis, was iden-
tified by relatives at the morgue as
Miss Bertha Louise Elrod, 23 years
old, of Bend, Mo.

The senate foreign relations com-
mittee decided not to recommend the
passage of Senator Marine's resolu-
tion which would require the presi-
dent to intercede with Great Britain
on behalf of Sir Roger Casement.

Nearly 100 soldiers were killed and
many injured June 29 in a rear-end
collision between the northbound
troop trains at Cato Station, betwe-
en San Luis Potosi and Saltillo.

Joseph Ramsey, Jr., former presi-
dent of the Wabash railroad and at one
time manager of the St. Louis Termi-
nal association, is dead at East
Orange, N. J., from apoplexy.

John J. Hughes, former alderman,
who was found to be the father of
8-year-old "Sonny" Curtis, whose
mother, Alice Curtis, alleged she was
betrayed in her brother's home, was
sent to the house of correction for
failing to pay for the care of the child.

Of 10,312 men and officers of the
Illinois national guard who were must-
ered into the federal service, 1,093
were rejected by regular examiners
and subsequently honorably dis-
charged.

Francis J. Heney, one-time famous
graft prosecutor and now city attor-
ney of Santa Monica, Cal., announced
that he may become a candidate for
the United States senate.

Before the war the deaths in Lon-
don numbered 97,333, and in the like
period since hostilities began the num-
ber was 104,571.

The long battle between Vernon and
North Vernon, Ind., for the courthouse
of the county will be fought out final-
ly at the polls Sept. 26.

The English advisory committee,
considering cases of men arrested dur-
ing the recent rebellion in Ireland, re-
commended the release of 460 of the
men detained.

Cutting off the top of one ear, Vil-
listas are branding Mexicans who re-
fuse to join them against the de facto
government.

The British steamship Pendennis,
2,123 tons gross, with a cargo of tim-
ber from Gothenburg for Hull, has
been captured by the Germans.

Advocates of the lay-president plan
were victorious in the election of of-
ficers of the Baptist Young People's
Union of America. H. B. Osgood of
Chicago was chosen president.

TRIP OF UNDERSEA CRAFT THRILLING

Story of Voyage of German U-
Boat Across Ocean Out-
rivals Fiction.

HOSTILE SHIPS ARE DODGED

Submarine, During Hazardous 3,800-
Mile Run, Submerged Many Times
to Escape Possible Attack
From Enemy.

Baltimore, Md.—Pictures of adventure
no less thrilling than those which
fill the pages of Jules Verne's "Twenty
Thousand Leagues Under the Sea," are
called up by the amazing story of the
trip of the German U-boat Deutsch-
land across the Atlantic ocean—a voy-
age that has been pronounced the most
daring in the history of the sea.

The story of the remarkable voyage
made by this submarine—the first to
cross the Atlantic ocean—through a
maze of hostile warships, has been told
simply by Capt. Paul Koenig, com-
mander of the undersea craft.

Koenig was modest about it all. He
had a few words of praise for his
crew and none for himself. When he
spoke of the fatherland his eyes spark-
led and his whole body twitched with
excitement. When he talked of "just
dropping down when he saw a de-
stroyer" his voice was calm.

Would He Surrender?
Just once did he display real emo-
tion. That was when toward the end
of the interview this question was
suddenly shot at him:

"Suppose on your way back, just
as you left the Virginia capes, you saw
a destroyer bearing mercilessly down
upon you. Suppose there wasn't time
to dodge, wasn't time to submerge,
what would you do? Would you sur-
render?"

The undersea skipper's face turned
a sudden red that looked queer under
his thick weather tan. His hands
clenched, his eyes flashed, then slowly
each word painfully thought out, came
the answer:

"Would I surrender? I couldn't
tell about that—positively I can't. I
don't know—surrender? I think the
moment would bring the decision. Yes,
that moment would carry its own de-
cision."

That was the spoken reply, but in
every bit of the man's tone, in every
set line of his face could be read the
real answer—Capt. Paul Koenig has
no intention that the Deutschland shall
ever fall into enemy hands.

Fears No Enemy Warship.
And he has every confidence that
he will take the Deutschland back to
Bremen loaded with the rubber and
nickel that the fatherland so craves
for its munition factories.

"Six, ten, a dozen, twenty cruisers
outside will not stop us," he exclaimed.
"We will go back; we will go back
easy. And we will come again, and
others will come and trade will go
back and forth, and the British block-
ade—that will be a thing to laugh at."

"The future of the submarine has
now been proved to be unlimited," he
asserted. "There is practically no
maximum to their capacity; their
mechanism has been perfected; we
have shown that they do anything any
other ship can do, and more besides."

"About that I am positive. The
coming of the Deutschland, 3,800 miles
to America, and her arrival with a
range of almost ten thousand miles
left, with fuel and water and supplies
and everything for that much travel
still aboard, shows that you can go
with a submarine simply where you
want to go."

Koenig is a small man, ordinarily
looking until he begins to talk, when
his force and personality become at
once apparent.

First Submarine Trip.
One of the first questions asked
of him brought one of the most sur-
prising replies of the interview. Request-
ed to tell in detail of all the submarine
experience he had before being selected
to attempt the crossing, he replied
quickly:

"But you see I have not had any.
Of course we practiced after we went
aboard. We practiced a great deal.
Navigation I know. Submarines I
think I know now."

"Was it fun? Sometimes, yes. Most
it was fun in the English channel.
There we lay ten hours on the bottom,
snug and comfortable. Some of us
slept and some of us read, and most
of us listened to our graphophone play-
ing a beautiful song from 'Peer Gynt,'
while above us raged the destroyers
and cruisers that would have thought
us the very choicest of prey had they
but known what lay hidden there be-
low them. It was not a long ten
hours. We drank a little champagne,
and we ate and attended to the ma-
chinery."

"No, we didn't submerge because of
any cruiser chasing us; not once were
we chased."

How They Submerged.
Nothing more vivid about adventure
could be drawn from Koenig than the
detailing of these times "we just
sank." As far as his words went, that
was all there was to it. A vessel was
sighted; the Deutschland was quickly
submerged; she ran along under water
for a time, and then—she came up
and opened her hatches for fresh air,
while officers and men went about
their work, their rest, or their play.

Industry.
Industry is in itself, and when prop-
erly chosen, delightful and profitable
to the worker; and when your toil has
been a pleasure you have not earned
money merely, but money, health, de-
light and moral profit all in one.—Robert
Louis Stevenson.

Just Like Humans.
Nipper finds that it is the smaller
planets that do not obey the law of
gravity. It is the smaller people, too,
that do not want to obey anything.

"Once each day we submerged as a
practice drill," he said, "and besides
we submerged, as I remember, five
times in the North sea, six in the En-
glish channel, and three or four in the
open water."

"Yes," laughing heartily, "yes, each
time there was a reason."

"The longest we actually stayed un-
der was that ten hours in the English
channel, but we could stay four days.
At the end of that time our batteries
would be exhausted, and we would
have to rise and recharge them. Dur-
ing the entire trip we traveled a total
of ninety miles under water."

"As far as the physical effect on the
ship's company is concerned, we could
remain forever. We can submerge fifty
fathoms—three hundred feet—but as a
matter of fact we never went nearly
that deep, and probably never shall."

Liked the Submerging.

Those on the Deutschland besides
himself were First Mate Krapohl, Sec-
ond Mate Gyring, Chief Engineer Kleis
and a crew of 25 men. Kleis, he said,
over and over again, was "the most im-
portant of all." Then he told how the
crew spent the time.

"On board they busied themselves
with the machinery, for practically all
of them are mechanics. They played
cards, and they had their singing and
their sleeping and their sitting about,
and the time passed."

"Best of all, they—all of us, in fact—
liked the submerging. Unpleasant? It
indeed it was not. It was just like
sinking into a sort of blue net. We
opened the portholes, and then through
the glass we could see the fish and the
formations of the sea, and always we
listened, listened, listened."

"How do we listen? There are
aboard two microphones, and with
them we were able to hear the whis-
tling of a buoy six miles off when we
were under water. And just before we
came up about thirty miles from the
Virginia capes, we were able to hear
the ringing of a bell buoy six miles
from us."

"The screw of a ship we could hear
quite plainly while it was yet a safe
distance from us. More than hearing
it, we could tell whether it was a
cruiser or a destroyer. It was quite
fascinating to listen to."

Details of the Trip.
Captain Koenig did not take the
Deutschland around Scotland, as has
been conjectured. He came straight
through the Channel, he said.

"We left Bremerhaven at noon on
June 14. We proceeded quietly to Hel-
goland; there we stayed four days.
There were three reasons for that: No
ship proceeds all the way after start-
ing. It is too easy to calculate when
she may be expected at some given
place. So we lay in wait a while.
Then, too, we wanted to train the men.
During those four days we drilled and
taught them hard, and when once more
we proceeded we had a capable subma-
rine crew."

"Again, we had to trim the cargo.
That must always be done after a
start is made. We must shift things
about and stow them away. And every-
thing needs to be tested. All worked
nicely."

"We carried 180 tons of fuel oil. Of
that we have 95 tons left—more than
enough to take us back—and we shall
not ship any more here. Then we car-
ried many tons of oxygen and twenty
tons of fresh water, of which we had
ten left."

"The last time we submerged was
as we were nearing the Virginia capes
and we saw an American boat ap-
proaching. We thought it was a fruit
boat so we just dipped under for the
last time. The next we were always
glad when we did that—it made such
smooth traveling. The Deutschland
scarcely rolls at all under water."

"And that about completes the story
of the voyage. We traveled, we saw
ships and submerged, we traveled
again on the surface and at last we
arrived."

The Deutschland, built by the Krupp
Germania works, cost \$500,000. This
voyage will pay for her, he said.

Boat a Mass of Machinery.
As described by Dr. John C. Travers,
assistant U. S. health officer, who was
taken through the boat by Captain
Koenig, the Deutschland's interior ap-
pears to be mainly a mass of machin-
ery. She has but one deck below and
a seventeen-foot depth of hold for her
cargo. Dr. Travers descended through
the forward hatch, where he found
the crew's quarters, bunks on either
side of a narrow passageway leading
to compartments occupied by the cap-
tain and his two officers. The cap-
tain's room is scarcely six feet square
and barely high enough for a man
to stand.

It is furnished all in metal, with
the exception of a small oak desk.
Directly beneath the officers' quarters
is the dynamo, which stores electrical
energy to drive the vessel when sub-
merged.

Next Dr. Travers was taken into
the officers' messroom, scarcely larger
than the staterooms, with a galley
built with all the economy of space
of a Pullman dining-car kitchen. At
the messroom, about one-third the
ship's length from her stern, is the
submerging machinery and two peris-
copes.

Calls It Amazing Sight.
"I never saw such a mass of machin-
ery in my life," said Dr. Travers.
"It was an amazing sight and I doubt
if it would mean much except to the
engineer who designed it. There
seemed to be 5,000 different pieces,
an inexplicable tangle of burnished
copper and glistening steel."

Aft of the submerging machinery
were the submarine's two powerful
Diesel oil engines which propel her
on the surface.

Captain Koenig told the doctor that
while on the surface the noise of the
machinery was almost deafening.

Reader's Grave Error.
"East Lynne," which ultimately
proved more valuable than a gold
mine to those who published and pro-
duced it in book and play form, is
said to have been rejected in manuscript
by George Meredith the author, when
he was reader for Chapman & Wall
of London.

Daily Thought.
It is a sign of a great mind to de-
spise greatness, and to prefer things in
measure to things in excess.—Seneca

THE EUROPEAN WAR A YEAR AGO THIS WEEK

July 17, 1915.
Hindenburg forced Russians back
toward the Narew.
Russians repulsed Austrians on
the Vistula.

Cunarder Orduna arrived at New
York after escaping from subma-
rine attack.
German foreign office replied to
report of Bryce commission.

July 18, 1915.
Teutons developed immense of-
fensive along entire Russian front.
Mackensen broke Russian line at
Krasnostaw.

German checked French at Sou-
chez, but lost to them on the Meuse
heights.

Italians began offensive in Ca-
dore.

Austrian submarine sank Italian
cruiser Giuseppe Garibaldi.

July 19, 1915.
French repulsed repeated Ger-
man attacks on Meuse heights.
Artillery battle near Souchez.

Entire Russian line between Vis-
tula and Bug fell back, fighting
hard.

Austrians pushed over the Wo-
loz river.

British gained ground in Gal-
lipoli.

Turks attacked by British below
Nasiriyeh in Arabia.

July 20, 1915.
British captured German trenches
east of Ypres.

Remains again bombarded by Ger-
mans.

Teutons advanced on entire east-
ern line, taking Ostrolenka, Blonie,
Grojec and Radom.

Italians made general attack
from Tarvis to the Adriatic.

Italians advanced five miles in
Cadore.

Fifty-nine Turkish vessels laden
with war supplies sunk near Trebiz-
ond by Russian submarines.

French aviators bombarded three
German stations.

Welsh coal strike ended.

July 21, 1915.
French started new offensive in
the Vosges, capturing heights do-
minating Foch valley.

German gained on east edge of
the Argonne.

Russians made desperate stand
around Warsaw.

Great battle south of Ivangorod.
Austro-Germans driven across the
Bug in Sokol district.

Italians gained along the Isonzo
and captured approaches to Goritz.

July 22, 1915.
French took heights west and
north of Munster, Alsace.

Russians evacuated Windau, and
retreated in the Baltic provinces.

Teutons attacked Ivangorod.
Goritz and Tolmino practically
surrounded by Italians.

French aviators bombarded
Austrian station.

July 23, 1915.
Severe fighting around Munster.
Germans crossed the Narew but
forth checked their advance on
Warsaw.

British win further fighting in
southern Arabia.

Austrian cruisers bombarded
Italian coast towns.

Third U. S. Lusitania note to Ger-
many published.

Defends Cat's Reputation.
"My cat does not stay out late
nights," was the defense offered in
a Riverside, Cal., court by Mrs. R. S.
Allinder against the charge of her
neighbors that her black Persian had
corrupted the morals of other cats
of the neighborhood.

Many "character" witnesses were
put on the stand by Mrs. Allinder, who
is suing her neighbor, Mrs. W. G. Far-
rar, for the disappearance of the ani-
mal, whose value is placed at \$25. Mrs.
Farrar protested that the cat ate her
chickens and made night hideous with
its yowling.

In continuing the case, Justice Ellis,
alluding to the assaults on the Per-
sian reputation, remarked that when
a cat of one species is let out of a
house and meets cats of another spe-
cies there is likely to be considerable
commotion.

The Privileged Classes.
A cockney angler, thinking that his
Highland boatman was not treating
him with the respect due to his sta-
tion, expostulated thus:

"Look here, my good man, you don't
seem to grasp who I am. Do you
know that my family have been en-
titled to bear arms for the last two
hundred years?"

"Hoos, that's naething!" was the
reply. "My ancestors have been en-
titled to bare legs for the last two
thousand years."—Youth's Compa-
nion.

Just What He Lacks.
"Mr. Grabocin is a great believer
in efficiency."
"Poor old gentleman